

REPUBLICAN BANNER.



In Peace, protect; in War, defend.

SALISBURY.

Friday Morning Nov. 3, 1854.

MELANCHOLIC ACCIDENT.

Truly, "in the midst of life we are in death." The sudden and violent death of Col. Richard Lowry, has spread a sudden gloom over his family, the church of which he was an ornament, and a community to which he had endeared himself by his modest and amiable bearing.

Col. Lowry was a ruling elder of the Presbyterian Church at Thytira, and was on his way to Concord, to attend the Presbytery in that capacity on the 25th ultimo, when the fatal accident occurred to him. The road which he travelled, lay mostly, immediately on the line of the Central Railroad. A short distance beyond the Cabarrus line, being advised of the approach of the engine, he got out of his buggy and took his horse by the bridle. But the animal was so much frightened at the approach of the engine, that it tore away from his hold, and jerked the buggy over him, inflicting several severe injuries, besides fracturing the base of his skull, of which he died in about five hours.

Thus we see that the march of improvement, like the car of Juggernaut, is over the corpses of its votaries. But instead of giving ourselves up to despondency at such an event, we should rather take such measures as would likely prevent a recurrence of the same. We have heard it said by those experienced in such things, that if a horse's head is turned towards an engine as it is passing, it will not be so apt to be frightened. We give this as a hint to those who may be similarly circumstanced.

But in behalf of human life and human suffering, we beseech the citizens of the counties through which the Central Railroad passes, to set about immediately to change the public highway where it runs sufficiently near to render such accidents probable. From Salisbury to Concord, the public road and railroad are in sight of each other nearly half the whole distance. We hope that so far as the citizens of Rowan are concerned, they will take steps at our next County Court, to have the road changed. We think that one such warning is sufficient "to the wise." The loss of such a citizen as Col. Lowry, would infinitely outweigh all the trouble and inconvenience and expense of altering the road.

The Late Elections at the North.

It must be mortifying to every sincere and unprejudiced well-wisher of the South, to witness the exultation of the Whig press of the South, at the late elections which the Democratic party has sustained in some of the Northern States, by a most foul combination of the Abolitionists, Free-soilers, anti-Nebraskaites, Know-Nothings, &c. To rejoice at the defeat of an enemy is natural; but to rejoice at the defeat of our friends—those who, regardless of personal consequences, have placed their own fate upon the hazard of the die, and taken up arms to fight the battles—not of their own aggrandizement or in defence of their own rights and security—but to fight the battles of those to whom they are only bound by good faith and the constitution of their country—to rejoice at the defeat of such friends, we say, is a degree of base ingratitude which has no precedent in ancient or modern history, but has been reserved to give the finishing touch and stamp the grand distinguishing feature of modern Southern Whiggery. In their blind efforts to defeat the Democratic party, the Southern Whig leaders seem to have adopted the advice given by the *millionaire* to his son:—"my son, make money—honestly if you can—but if you can't make money honestly, make money;"—with this exception, however, that they have hardly thought it worth while to try the former expedient. Well knowing that the Whig party in the North is thoroughly abolitionized, and not having even the hardihood to deny it, they content themselves with attempting to prove that the Democratic party North is in the same category. This reminds us of a certain fable we have heard of, a cunning gentleman by the name of Reynard, who having lost his beautiful caudal appendage in an unfortunate foray, advised all his friends and acquaintances "to go and do likewise."

Thus they never mention the fact that only three Northern Whigs voted for the Fugitive Slave law, while it was passed by the assistance of about thirty, as well as we recollect, of the Northern Democrats. They forget the fact, that not one Northern Whig voted for the Nebraska Bill, (which took off a restriction on slavery North of a certain line) while half, or more, of the Northern Democrats voted for it. These they treat as matters of very little importance. But they magnify, into huge proportions, the fact that Secretary Guthrie removed from office, a certain man by the name of Bronson, not because he would not appoint Free-soilers to office, as the Whig papers and Whig politicians allege, but because he made

just discriminations against Democrats who were not Free-soilers. And this is the poor, lame, miserable attempt they make to prove that President Pierce is a Free-soiler; and that after he has redeemed every pledge he ever made, or which his friends ever made for him as to his soundness upon this question,—after he has caused the rights of the South to be respected, by having the laws made in her favor to be faithfully executed, and after he has given his influence and his official sanction to a bill, to restore the rights of the South, in territory where they had been previously taken away. But say they, in relation to the late elections in the North, "the Whigs, Free-soilers, Abolitionists, Know-Nothings," &c., could not have mustered such majorities without recruits from the Democratic party, consequently there must be some of the "same sort" in the party. Grant, for the sake of the argument, that there are some of that class who have heretofore voted with the Democratic party, and have recently gone over to the allies. If it proves any thing, it proves that the Abolition Whigs were more suitable companions for them than the National, States Rights Democratic party.

But we think it comes with a bad grace to cry some Free-soilers among the Northern Democrats, while they dare not deny that all the Northern Whigs are Abolitionists and Free-soilers, and have been so declared by leading Whig journals in the South. We have no patience with such miserable duplicity and special pleading. It is beneath the dignity of a great political party, and shows to what desperate means men will resort when driven to extremities. Wonder if they would rejoice if their gallant Kerr and Stephens and Tombs, &c., were consigned to an early political grave, because they supported Douglas "humbly?" Come now, face the music, show your consistency, go the entire, let Douglas and all his eulogists and supporters share the same fate. We suppose it would afford some of these Southern Whigs comfortable and agreeable reflections, to know that they had contributed to the repeal of the Nebraska Bill and the Fugitive Slave law, and to the dissolution of the Union, by denouncing the only friends we have in the North, and thus contributing to their defeat or forcing them from the noble and patriotic stand they have taken in favor of the constitutional rights of the South, and thus giving aid and comfort to our enemies. We pray God such may not be the result.

In making these remarks we, of course, intend to apply them to those Southern Whigs only who have pursued the course above indicated; and if we mistake not, the people will one day yet hold them to an awful reckoning for the course they have pursued.

We had intended saying something in regard to the Know-Nothings when we commenced this article, but it has already extended beyond our original design.

CENTRAL RAILROAD.

It was recently feared that in consequence of the failure to bring up the iron from Charleston, the operations on this work would be likely to be suspended for a while. But we are happy to learn that the Company are now in the receipt of iron, and the work goes bravely on. The work is now completed to Harris Station, (10 miles from Salisbury) and we hope that by Christmas the sound of the whistle will wake up the drowsy inhabitants of this "ancient and colonial town." By the way we might be permitted to make a suggestion, it would be that the delivery of the iron in Charlotte be forwarded with all possible despatch, while the South Carolina road will bring it, as we understand that it is only in slack times that they will accommodate us by bringing it. Perhaps it may be said that this is none of our business, but Newspapers will talk.

We learn from the Raleigh papers that Dr. J. F. Tompkins, Editor of the Farmer's State Gazette, has been appointed Assistant State Geologist to Professor Emmons, vice Dr. McClintock, resigned.

A notice is published in the Raleigh papers by WILLIAM HILL, Esq., Secretary of State, requesting the Clerks of County Courts to read a Resolution of the General Assembly of 1850-'51, page 505, where they "will see that it is their duty to send to the Secretary's office a certified list of the acting Justices of the Peace of their respective Counties, every two years, and that the time is near at hand when this should be done."

The President and Directors of the Literary Fund have resolved to distribute, for Common School purposes, the present Fall, the same amount that was distributed in the Spring, viz: \$90,425 04.

The Wilmington Journal says: "The Tow Boat, 'Francis Fries,' on Friday, the 20th instant, while in tow of the steamer Evergreen, struck a stump and sunk, when about 38 miles up the river bound to Fayetteville. She had on board 1,460 sacks of salt."

A telegraphic despatch to the South Carolinaian, dated St. Louis, October 25, states that the Hon. F. B. Carr, recently appointed Governor of Nebraska, had died in the Territory on the 15th instant.

The Cape Fear Bank has declared a semi-annual dividend of 5 per cent., payable at the principal Bank and branches, on and after the 1st instant.

Gov. Reeder, the first Governor of Kansas Territory, landed at Fort Leavenworth a few days ago, which will be his home for the present. He was greeted on his arrival at the Fort with the National salute, and a public reception was given him.

Samuel Rogers, the poet, author of the Pleasures of Memory, &c., is now over 92 years of age.

ITEMS OF INTELLIGENCE.

It is said that out of 200 sailors on board the United States ship Saratoga, on her trip to Japan, only 17 drank a drop of liquor.

A pumpkin was recently sent to the Erie market, which is said to weigh 478 pounds.

Theodore Fay, United States Minister in Switzerland, has asked leave to visit New York in the ensuing spring. Mr. Fay has been abroad in a diplomatic capacity nearly 20 years.

One of the Know-Nothing Councils in New York has adopted the following resolution: "Resolved, That no person should be allowed to vote in any town, County, State, or National election, until he has lived in the United States for 21 years, and can read and write."

This would deprive hosts of our own country men of the right of suffrage.

Hiram Powers, the great American sculptor, has given directions for the purchase of real estate in the new city of Leavenworth, Kansas Territory.

The cholera has again broke out in New York, superinduced by eating oysters, and a number of deaths have resulted. Three prominent citizens have died.

It is reported that shocks of an earthquake were felt, on the 24th ult., at Keene, N. H.

Some 50 deaths by cholera abroad.

There are now in the United States 32 insane Hospitals in active operation, and 9 others in course of construction. Of these, 23 are State institutions, and the number of the insane is nearly 20,000.

The Wilmington and Raleigh Rail-Road has declared a dividend of 4 per cent., for the last six months, payable on the 10th instant.

The Know-Nothings of Massachusetts recently held a Convention, at which over 1,000 delegates were present. Henry J. Gardner, a merchant of Boston, was nominated for Governor, and Simon Brown, of Concord, for Lieutenant Governor. Mr. Gardner is an old Webster Whig.

In the United States there are 40,551 physicians, 191 surgeons, 6,139 apothecaries, 465 chemists, 2,923 dentists, 10 oculists, and 59 patent-medicine makers.

In Boston, on the 21st ult., the opinion of the full bench of the Supreme Court was delivered, declaring that the act of the Legislature annexing Charleston to Boston, which act has been accepted by the voters of both cities, is unconstitutional and void.

It is computed that there will be 21,000 miles of Rail-Road in the United States on the 1st of January next. The longest Rail-Road upon the surface of the globe is the Illinois central road, which is 731 miles in length, and is rapidly approaching completion.

The Bank of the State of Georgia has declared a dividend of 5 per cent., for the last 6 months.

The Treasurer of the Town of Newbern advertises for a loan on the bonds of the Town of \$15,000.

The *Shakspeare Libel*—Spencer, in a libel suit against Mr. Daniel, Consul at Turin, has lately obtained a verdict for \$3,250 in the Supreme Court of New York. The verdict of a lower Court, we believe, was \$8,000.

Commander Ringgold, who embarked in the Japan Expedition, has been deemed incapacitated for duty on account of mental aberration, and is now bound for home on board one of the store-ships of the squadron. He is a brother of the gallant Major Ringgold who fell in Mexico.

Nine months ago fifty-two per cent. of the letters sent in the United States mail were, at the time, pre-paid. A recent investigation shows that at this time only sixty per centum of the letters so sent are pre-paid.

The snow storm on Monday, October 16th, seems to have been somewhat extensive through Canada East, Maine, New Hampshire, Vermont, and the North part of Massachusetts.

The Rev. Mr. Pitcher, of Adrian, Michigan, has a Shanghai hen that he laid an egg regularly for one hundred and twenty consecutive days. On the one hundred and twenty-second she laid two eggs.

The object that attracted the most attention at the late Horticultural Exhibition in Boston was a miniature peach tree, about two feet in height, growing in a pot, and laden with the delicious fruit.

We are happy to learn that the Cunarders have ordered and taken out large bells, which will be rung in the fog, and that the steam-whistle will hereafter be freely used in all the vessels of the Collins line. They have not been used hitherto because they involved a loss of steam-power; but the loss will be incurred now without regard to the expense or waste of power.

The Prohibitory Law was submitted to a vote of the people of Pennsylvania, at the recent election in that State. The complete official returns, received at the office of the Secretary of State, at Harrisburg, show a majority of 3,000 against the Prohibitory Law.

From the Fayetteville Observer.

THE STATE REVENUE.

The friend to whom we have heretofore been indebted for statistical articles, has prepared the following on the Revenue, Taxation, &c., of the State. It contains facts and considerations of special interest at this time;

THE REVENUE.

The Revenue of North Carolina for 1852 was \$183,171 16, of which amount the tax on land only paid \$33,777 00; the residue having been raised from a tax on polls, money at interest, store tax, &c. The Revenue for 1853 will probably amount to \$200,000; but as the State debt is now about \$333,000, the interest on this sum will absorb nearly the entire revenue, and leave a deficiency almost equal to what is necessary to defray the ordinary expenses of the State government.

This state of things the ensuing Legislature will be called upon to meet, either by imposing a heavier tax on polls, pleasure carriages, pianos, harps, money at interest, or upon land, which hitherto has been exempted from any increased taxation, whilst the Legislature has increased taxation on many other things, and extended the tax bill so as to include things that previously never were taxed.

By a measurement of a map of North Carolina we find there are thirty-two million acres of land in the State, which would be worth over ninety million of dollars; and at a tax of six cents on the hundred dollars; would yield an income per annum to the State revenue of \$54,000, instead of \$33,777, which was the amount realized from the land tax of 1852.

On looking at the Census of 1850, we find the land in the State is estimated at 29,996, 989 acres, of which 15,543,975 acres only are represented as improved. The cash valuation is represented in the Census to be \$67,891, 706, which, at a tax of six cents upon the \$100, would yield \$40,635 05. From which facts it may be fairly assumed that land in North Carolina is assessed lower than it is valued by the holders when the Census was taken; and that only about two-thirds of the land in the State is assessed; the other one-third paying nothing towards defraying the expenses of the State government.

By a reference to the Census it will be seen that there are in the State 156,445 slaves between the ages of 12 and 50, the poll tax per annum on whom is 20 cents, which should yield \$31,289. There are 82,758 white males between the ages of 21 and 45, whose tax at 20 cents each, should yield \$16,551 60; total \$47,840 60. But instead of this sum, there was paid into the treasury, on the poll tax in 1850, \$30,563 54; about three-fourths of the amount due.

By a reference to the comptroller's Report on counties most neglect to list their polls.

It strikes us that as the State has incurred a debt for the purpose of constructing Rail Roads, which directly enhance the value of land and slaves, and yet add nothing to the value of harps, watches, sword canes, playing cards, or money at interest, it is but sheer justice that the land and slaves should help to pay the interest on the debt, as well as bear their quota of the expenses of the government, instead of imposing undue taxation on what are termed luxuries.

The Land and Poll Tax in North Carolina, at the present rate of taxation, should yield \$88,474 65 instead of \$70,340 24 which is the amount they now pay. We forbear comment upon these *delinquencies*, but trust the next Legislature will in some way prevent their continuance, and impose a higher tax upon Land. At present one hundred dollars at interest pays an annual tax to the State of 18 cents, while the same amount invested in land only pays 6 cents, viz: fifteen million dollars invested at interest pays a tax of \$27,634 40; while sixty-eight million dollars of land only pays \$3,777 00. And yet Land holders alone are allowed to vote for State Senators, whilst the land only pays about one-sixth part of the State tax. A fact which doubtless will be urged with some force in favor of free suffrage, unless land-holders, who have half the legislation of the State, will assume more than one-sixth of the taxes.

But be these things as they may, we think it clear that the revenue of the State must be increased from some source, in order to carry out successfully a general scheme of internal improvement—such a one as will enable North Carolina to rank with her sister States.

Can we bear to be heavier taxed until such time as the profits of the Roads contemplated will pay the interest of the debt to be incurred?

This is a grave question, and comes home to every citizen of the State. And, as an answer to it affirmatively, we think it is fortunate that the Wilmington and Raleigh Rail-Road, after sixteen years' struggle, has been able to declare a semi-annual dividend of 4 per cent. The Raleigh and Gaston Rail-Road is now in a prosperous condition, having just declared a dividend of 6 per cent. for the last year, and the recently completed Wilmington & Manchester Rail Road, in its first year gives evidence of being good stock.

These roads show what has been done,—and argue strongly that roads can be made profitable in North Carolina wherever profitable localities. In addition to this these roads have demonstrated their certainty to enhance the value of lands in their immediate neighborhoods especially, and generally all over the State. And when our lands are to be re-assessed, this fact will be made apparent, and will be made still more clear in the greatly increased revenue the State will derive from the tax from that source.

At present we believe the taxes in North Carolina are lower than in any other Southern State, and lower than most of the Northern.

Land in Virginia we believe pays a tax of 75 cents on the \$100. In South Carolina 60 cents, and in Georgia 100 cents.

STATE AGRICULTURAL SOCIETY.

The State Agricultural Society was in session every night during the week of the Fair in the Commons Hall—the President, R. H. Smith, Esq., in the Chair.

On Monday night, after the President had taken the Chair, the minutes of the last annual meeting were read by Dr. Tompkins, Recording Secretary, and the roll of members called.

Dr. Crutrup, of Franklin, Chairman of the Executive Committee, read the list of judges or committees for examining articles, and awarding premiums. The list was revised, owing to the number of absentees, and after some observations by Gov. Reid, and Mr. Haughton, of Chatham, it was completed.

On motion a committee of five members was raised to revise the Constitution of the Society, and report to a subsequent meeting.

The Society met on Tuesday night, pursuant to adjournment.

On motion of Mr. Elliott, of Cumberland, a committee was appointed to memorialize the approaching Legislature on the subject of dissuading and restraining the number of dogs, and as to render sheep raising less difficult and hazardous. Mr. Elliott referred to the existing evil, and expressed the hope that the Legislature would take some action on the subject.

Mr. Jones, of Caswell, moved that the time for holding the State Fair be changed to the first Monday in November. On motion of Mr. Whiting, the proposition was referred to the Committee for revising the Constitution of the Society.

Some observations were submitted by Messrs. Bayner and Venable on the best means for developing the resources of the State and improving its agriculture.

A motion by Dr. Crutrup, to establish life memberships in the Society, gave rise to an interesting discussion, in which that gentleman, Judge Ruffin, Mr. Burgwyn, Dr. Batchelor, and others, took part.

On Wednesday night the following gentlemen were elected officers of the Society: Thomas Ruffin, of Alamance, President.

A. W. Venable, of Granville, Dr. W. R. Holt, of Davidson, Dr. E. M. Crutrup, of Franklin, and R. K. Bridges, of Edgecombe, Vice Presidents.

Dr. J. F. Tompkins, of Wake, Recording Secretary. Thomas J. Bayner, of Wake, Corresponding Secretary. F. J. Hutchins, of Edgecombe, Treasurer.

Mr. Bridges, of Edgecombe, Treasurer, upon, gave his experience as a being called or upon the importance of manual labor, and his experiments in the making and drying of ashes, which satisfied him of their superiority to stable manure as a permanent fertilizer.

Mr. Elliott, of Cumberland corroborated Mr. B.'s statement as to the value of ashes. He considered oak ashes fully equal to lime in equal quantities. He advocated agricultural education, and regretted that so much prejudice existed against "book farming."

The Hon. Thomas Ruffin, of Alamance, spoke warmly in favor of raising funds to establish an experimental farm—not for profit, but for making experiments which it is impossible for private individuals to do. He then explained the effect of animal and vegetable manures, and stated no general rule can be depended on—each individual must trust to his own judgment in making deductions from general principles. For twenty years he had raised at least fifteen thousand pounds of pork annually upon cornfield peas only; and he drew attention to the great value of peas as a fertilizer.

The President, Mr. Smith, supported the views of Judge Ruffin on this subject.

Mr. Burgwyn, of Halifax, followed upon an interesting discussion after which M. Venable and Dr. Crutrup, as to whether agriculture is a science or an art. After some remarks from Dr. Tompkins on the importance of establishing life-membership, the Society adjourned.

On Thursday night the Committee appointed to memorialize the Legislature on the subject of dogs, presented their report and a copy of the memorial, which, being read and approved, on motion of Dr. Holt, two hundred copies were ordered to be printed and distributed among the members of that body.

The committee appointed to examine the Treasurer's books, reported that the sum of \$4386 was in his hand to the credit of the Society. Report accepted.

The committee on the subject reported against changing the time for holding the annual Fair; which, after some discussion, was approved by a large majority.

The subject of raising funds to place the Society on a permanent footing was then taken up, and after considerable discussion the names of the counties were called alphabetically, and the following sums pledged for the purpose: Edgecombe \$1,000, Wake \$500, Cumberland \$500, Davidson \$500, Granville \$500, Halifax \$500, Hertford \$500, Chatham \$500, Bertie \$500, Alamance \$500, Nash \$250, N. Hanover \$500, Northampton \$500, Orange \$500, Sampson \$500, City of Raleigh \$500, Warren \$500, Washington \$500, Caswell \$500.

Delegates were then appointed to attend the Virginia Fair, after which it was resolved that all delegates from other societies be admitted as honorary members and invited to participate in the proceedings of the Society.

A committee of three for the reception of visitors at the next annual meeting was then appointed, after which the Society adjourned to Friday evening.

The election of Judge Ruffin as President, is an event of importance to the Society. He will add much to it by his general ability and by his knowledge as a practical farmer.—*Ral. Standard.*

THE ARCTIC CALAMITY.

Twice said—Narrative of the French Sailor who was picked up from the wreck of the Arctic.

The following narrative exceeds, in thrilling interest, any that we have heretofore published in connection with the Arctic calamity:

[From the *Mimosa*, of Montreal.]

My name is Jossuet Frapponis; I am from Cancale a village situated at three leagues distance from St. Malo; I generally employ myself every year in fishing at St. Pierre. I embarked on board the Vesta, to return home; when about noon on the 27th, as I leaned to be on deck, I heard the men in charge of the vessel, and who were in the fore-part of the vessel, sing out, "Lull, lull—there is a ship before us." I think, to the best of my opinion, that not more than half a minute elapsed before we received the shock. Our ship struck the Arctic in the starboard bow, near the wheel; our fore-castle was swept away by the blow.—When we saw this accident, a general confusion ensued, and a man ascending from the hold cried out that the vessel was filling with water, which created a general panic amongst the passengers and crew.

To lower a boat and to prevent, it seems to me, to the number of seven or eight, was the work of a minute, and we proceeded towards the American vessel, which continued its course towards land. Our intention was to save ourselves on board the American vessel, for our idea was that our own would go down immediately. We rowed for some time before we could reach the bow of the vessel, but a wave sent us to a distance again. We then approached the wheel, and owing to some accident, which I cannot explain, the boat was caught in it, and upset. I alone was able to reach a rope, and get on the deck of the American vessel, where a general confusion and panic reigned.—I soon learned that the vessel was in danger, and I cast my eyes around me to find some means of safety. There were near me about thirty bottles; I got a rope and attached them to my person, but one of them being broken, I soon saw that it would not be possible to throw myself into the sea with them; that is why, finding a box near me, I fastened myself on it with strong cords, and cast myself into the sea. By good luck, there happened to be close to the vessel a floating piece of the wreck, which I seized hold of, and abandoned myself to the mercy of the waves.

In company with me on this raft was a young American from twenty to twenty-two years of age; this young man died on the morning of the 28th, from the effects of cold and hunger. The cold had taken such a hold of him that it became impossible for him to utter a single word. I took him in my arms and supported his head on my shoulder. When he breathed his last sigh, he gave me such a violent shock that he was near upsetting me into the sea. I attached him to the raft with a cord, and I kept him for twenty hours at the expiration of which, finding that he was really dead, and apprehending the visit of some large sharks, I threw myself into the sea. After being at the mercy of the waves for a couple of days and nights—that is to say fifty-two hours—on the 20th towards ten in the morning, I perceived to the west a sail which seemed to plank-sailing me; then, with the small vessel enabled to serve me as an oar, I did not seem to make any signals, which I continued to repeat by the vessel. I then became conscious of another hour, and I was coming directly at the vessel. This gave me a little courage, my strength had begun to abandon me, I made a fresh signal, and I saw that the vessel came straight towards me. I was hoisted on board, and I gave them to understand as well as I could, by signs and a few words of English, that there were to the leeward a great number of persons awaiting help, and the captain accordingly changed his course and steered in that direction. We picked up eleven persons, who had got on floating pieces of wreck, as a ser. Capt. Luce. We then made sail, and proceeded to Quebec. It was in this way that I escaped the waves which threatened to engulf me every instant. I was in the water for two hours, without food or drink of any sort, with the exception of one small sailor's biscuit, which my companion in misfortunes gave me before he expired.

SIR JOHN FRANKLIN.

The mystery of this gallant explorer's fate has at last, it seems, been solved. After the lapse of nearly eight years since his departure from his native coast upon his polar expedition—after the fruitless searches which have been made for him by English and American ships despatched to the inhospitable latitudes into which he boldly ventured—after a series of painful alterations between hope and despair on the part of his government, his family and his friends, and after, in fact, the erasure of his name by official authority from the list of living commanders in the British navy—it has been ascertained that he and his companions all perished in 1850 or in 1852 in the effort to make their way overland Southwardly from the Arctic shores to the nearest settlement of the Hudson Bay Company in the bleak Northwest region of the American Continent. The story which tells us of the sad catastrophe has every appearance of being true. It reaches us through channels that we do not feel at liberty to discredit, and confirming as it does the fears that have long been entertained by all except a few who could not be induced to believe that Franklin was lost, it will weigh with additional and restless force upon the public mind on both sides of the Atlantic. What the most daring navigators, who have, at the imminent peril of their own lives, one after another, failed to discover, the shivering natives of the polar regions have accidentally brought to light.—From Esquimaux the intelligence has been received that leaves no room to doubt that the intrepid and intelligent Baronet, and all under his command, have long ago been numbered among the dead. They died a horrible death. In the vast and frozen solitudes that spread out between the shores of the Arctic ocean and the Great Slave Lake, far from the abodes of civilization and destitute of all resources, they perished from starvation. To receive any intelligence whatever about them was what we did not expect. We had supposed that they were victims, not of hunger, but of cold, or of a floating iceberg against which they were dashed. They seem, however, to have escaped all the dangers of the sea, even although their ships were crushed in some fearful collision with the ice. They reached the land—shaped their course towards the St. Lawrence—wandered on with weary steps until overpowered by their privations and sufferings they laid themselves down and died. Thus, we have every reason to conclude, has closed the career of Sir John Franklin, and the anxious lingering suspense, which has for nearly six years been hanging over the fate of his expedition, is now terminated. The intelligence gives a sad relief to the public mind; for when the worst has happened it is better to know it than to be harassed with tumbling fears and vain expectations which only serve to multiply disappointments of the most disturbing and unhappy kind. To the heart of Lady Franklin, the devoted wife, who has been so long hoping against hope, the tidings now published will carry a terrible anguish. Deeply do we sympathize with her in this melancholy affair. But she cannot be altogether surprised at the intelligence. It is no sudden startling shock of bereavement, for she must, during the last three years, have been gradually preparing for it. True, the blow is not less afflicting for its long pendence, but its severity is alleviated by the time which has been given her to nerve herself to meet it.

The following is the information which has been received of the interesting but mournful event upon which we have made the foregoing remarks:—*Pet. Int.*

FULL PARTICULARS RELATIVE TO THE DISCOVERY OF THE REMAINS OF SIR JOHN FRANKLIN.

MONTREAL, October 21.

The Herald of this morning has the following: In our extra yesterday evening we informed the public that a rumor was current in town that the remains of Sir John Franklin, and of his crew and their ships, had been discovered.

We immediately despatched a special messenger to the Hudson Bay Company's House at Lacbina, and through the kindness of the governor, Sir George Simpson, are enabled to lay before our readers the following outline of a despatch received by him yesterday from Dr. R. A. Dr. R. A. has been absent on the coast since the first of the month of June, 1853, and returned to York Factory on the 28th Aug. last, from whence he forwarded letters by express to Sir Geo. Simpson, via the Red River Settlement.

After briefly noticing the result of his own expedition, and the difficulties with which he had to contend, he proceeds to state that from Esquimaux, he had obtained certain information of the fate of Sir John Franklin's expedition, who had been starved to death after the loss of their ships, which were crushed in the ice, and while making their way south to the Great Fish River of Back, near the outlet of which a party of whites died, leaving accounts of their sufferings in the mutilated

